THE GREAT WESTERN RAILWAY

OF

CANADA.

Prospectus.

MAY 1851.

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RAILWAY

market.

THE GREAT WESTERN RAILWAY OF CANADA.

Chartered by the Legislature of Canada.

CAPITAL, £.1,500,000 CURRENCY,

IN 60,000 SHARES OF £.25 CURRENCY, OR £.20 11s. STERLING, EACH.

Directors.

ROBERT WILLIAM HARRIS, Esq., *President*.

THE HON. SIR ALLAN MAC NAB.
GEORGE S. TIFFANY, Esq.
W. P. McLAREN, Esq.
RICHARD JUSON, Esq.
HENRY MACINSTREY, Esq.
JAMES HAMILTON, Esq., M.D.
DANIEL MAC NAB, Esq.
HUGH C. BAKER, Esq.

Bankers.

MESSRS. GLYN, MILLS AND CO., LONDON.
THE BANK OF UPPER CANADA, CANADA.

Solicitors in England.

MESSRS. TILSON, CLARKE, AND MORICE, 27, COLEMAN STREET, CITY.

Agents in England.

PETER BUCHANAN, Esq., AND R. S. ATCHESON, Esq., *Office*, 65, MOORGATE STREET, CITY.

THIS important Line of Railway is sanctioned by the Legislature of Canada, which, by various Acts, has granted to it, extensive powers, and the most liberal rights.

These Acts, which limit the responsibility of Shareholders to the amount of their subscriptions, enable the Company to raise a Capital of £.1,500,000 currency, in 60,000 Shares of £.25 currency, or £.20 11*s.* sterling, each.

The greater portion of the Stock, which has already been taken up, has been subscribed for in Canada—by private individuals—the Municipalities of the Counties and Towns, through which the Line passes—and by parties in the United States, interested in the Lines of Railway, connected with its Eastern and Western Termini.

The limited number of unappropriated Shares, now offered for subscription, may be applied for under the conditions stated in this Prospectus.

The construction of the Line has been commenced, under most favourable arrangements by Contractors of high respectability, and it is expected that the whole Line will be completed within two years.

The length of the Great Western Railway*, is as follows:

MAIN LINE, . . . —From the City of Hamilton, through the Town of London, to Port Windsor, opposite Detroit, ...	184	miles.
EASTERN BRANCH.—From the City of Hamilton to the Niagara River,...	42	,,
	226	
WESTERN DITTO, —From the Town of London to Port Sarnia, ...	49	,,
	275	,,

The whole course of THE GREAT WESTERN RAILWAY lies within the British Territory, and in traversing the most fertile and populous portions of Upper Canada, passes through the Niagara, London, Gore, and other Districts†, containing numerous towns and villages, with a rapidly increasing population.

The importance of such a line for national purposes, as well as for provincial interests, is obvious; and it has ensured the favour and support of the Government of Canada. For, at the same time, that THE GREAT WESTERN RAILWAY forms a direct Trunk Line for the traffic of the principal towns and districts of Canada with one another, and with the Seat of Government: it will be the main channel for the stream of passengers and emigration, which flows from this country, to the Western sections of the Province, by the way of the St. Lawrence.‡

The principal feature, however, of THE GREAT WESTERN RAILWAY OF CANADA, AS A HIGHLY REMUNERATIVE COMMERCIAL ENTERPRISE,—consists in its uniting this character of a main artery for the local and provincial traffic of Canada, with that of a COMPLETING LINK in the great system of THROUGH COMMUNICATION between the North Western States of America and the Upper Valley of the Mississippi on the one hand, and the cities of New York and Boston and the sea-board of the Atlantic, on the other§.

* See the annexed Map, No. I.

† These Districts comprise the Counties of Halton, Wentworth, Lincoln, Haldimand, Welland, Norfolk, Middlesex, Oxford, Kent, Essex, Lambton, Huron, Perth and Waterloo. Some evidence of the increase of their population will be found in Note A at the end of this Prospectus.

‡ See Sketch, No. II.

§ See Sketch, No. III.

A reference to the map will show, that the vicinity of the Niagara River, at the Terminus of the Eastern Branch of the Great Western Railway of Canada, is the focus of the various communications, by which the traffic of the interior is conveyed to the Atlantic. Among these channels of communication may be mentioned—the Erie Canal,—the New York and Erie Railroad, 400 miles in length, from New York to the Niagara River,—the direct line of Railways from Boston to the same point, 500 miles in length,—and various other lines of railroad, which radiate in different directions through the States of New England and New York*.

Detroit, opposite Port Windsor, the WESTERN Terminus of the Main Line, is in like manner, the focus of the extensive Railway and Canal communications of the North-western States, including Michigan, Illinois, Indiana, Iowa, Wisconsin, and the upper part of Ohio*. A large portion of these important communications are already completed, and in successful operation.

Michigan, for instance, although one of the latest settled and least populous of those States, has already 700 miles of Railway completed or in progress. Among these, a Main Trunk Line of 200 miles in length, in direct continuation of THE GREAT WESTERN RAILWAY of Canada: from Detroit to New Buffalo, on the Michigan Lake is now open, and has paid highly remunerative dividends, with a rapidly increasing traffic.

The stream of traffic between Detroit and the State of New York is at present carried on entirely by the circuitous and †dangerous navigation of Lake Erie, which is closed during half the year.

The importance of this traffic may be judged of from the fact, that upwards of eighty large steamers, averaging 450 tons burthen, and whose estimated cost is £1,560,000,—a sum exceeding the estimated cost of The Great Western Railway,—are employed on Lake Erie, in addition to upwards of 400 other vessels, of different classes; and it appears from official returns, that the number of passengers carried, to and from Detroit direct, during the season of navigation in 1850, was 146,000, independent of the large numbers carried beyond Detroit, by the Upper Lake Steamers, which may fairly be estimated at double the number of passengers, landing at, and departing from Detroit.

The passage between Detroit and Buffalo, by first class steamers, occupies, under most favourable circumstances, about 36 hours. But the navigation is suspended by the ice during half the year; while during the remainder, it is liable to frequent interruptions, from the storms† to which Lake Erie is peculiarly subject. By the RAILWAY, the journey will be performed AT ALL SEASONS in TWELVE or FOURTEEN hours.

There can be no reasonable doubt, therefore, that the Great Western Railway will at once absorb the greater portion of this traffic, and will become, in connection with the system of railway communication at either extremity, the high road for the traffic of the Western States with the Atlantic.

No competing Line can be made to divert this traffic; as, THE GREAT WESTERN RAILWAY OF CANADA affords the most direct route between the foot of Lake Erie and Detroit, and any other Line, to connect those points, must wind round the Southern shore of Lake Erie, increasing the distance by at least 125 miles.

Again,—such is the fortunate position of the Great Western, that it must form an essential part of that other great, though more northern‡, Line of communication, commencing at the head, and extending along the Canadian shores of Lake Ontario, through Toronto and Kingston, and thence on the borders of the St. Lawrence River to Montreal, Quebec, and Halifax,—with branch Lines stretching out from Oswego to Syracuse,—from Cape Vincent to Rome,—from Ogdensburgh to Boston,—and from Montreal to Portland, Boston, and New York*. Most of these Lines are completed.

It is not professional skill that has placed the location of the Great Western on the precise ground that will thus enable it to control the trade and travel of such a vast portion of the Canadas and the prosperous American States, east and west of its termini. It owes its value and all these incomparable advantages to the physical formation, and great geographical divisions of the country.

The direct Line of travel from the Atlantic coast of the New England States to the Mississippi, has been controlled by that distribution of hills and valleys, which formerly ruled the location of the Erie Canal, and carried that work due west through the central and richest portions of the State of New York, in which great Cities have since grown up, and the highest grade of national prosperity has been nearly reached.

This Line of trade and travel is brought to the Niagara frontier of the Canadian and American possessions, a little south of the western end of Lake Ontario, and a little north of the eastern end of Lake Erie, where Nature seems to have provided for its further progress by bringing the opposite cliffs so near together, that it is practicable there, and *there only*, to pass over, by a single arch, the waters discharged by the great cataract of Niagara.

This important and indispensible line cannot be deflected to the South,—for Lake Erie lies in the way; and it cannot diverge to the North,—for Lakes Ontario and Huron intervene in that direction. It *must* pass between the Lakes Erie and Ontario, and cross the waters of the former, below the Niagara Falls, and thence traverse the succession of valleys and level plains which are found in the same parallel, in Western Canada. It cannot deviate from this course until it again encounters at Detroit the narrow channel that connects the Northern lakes with Lake Erie, and which separates Canada from Michigan.

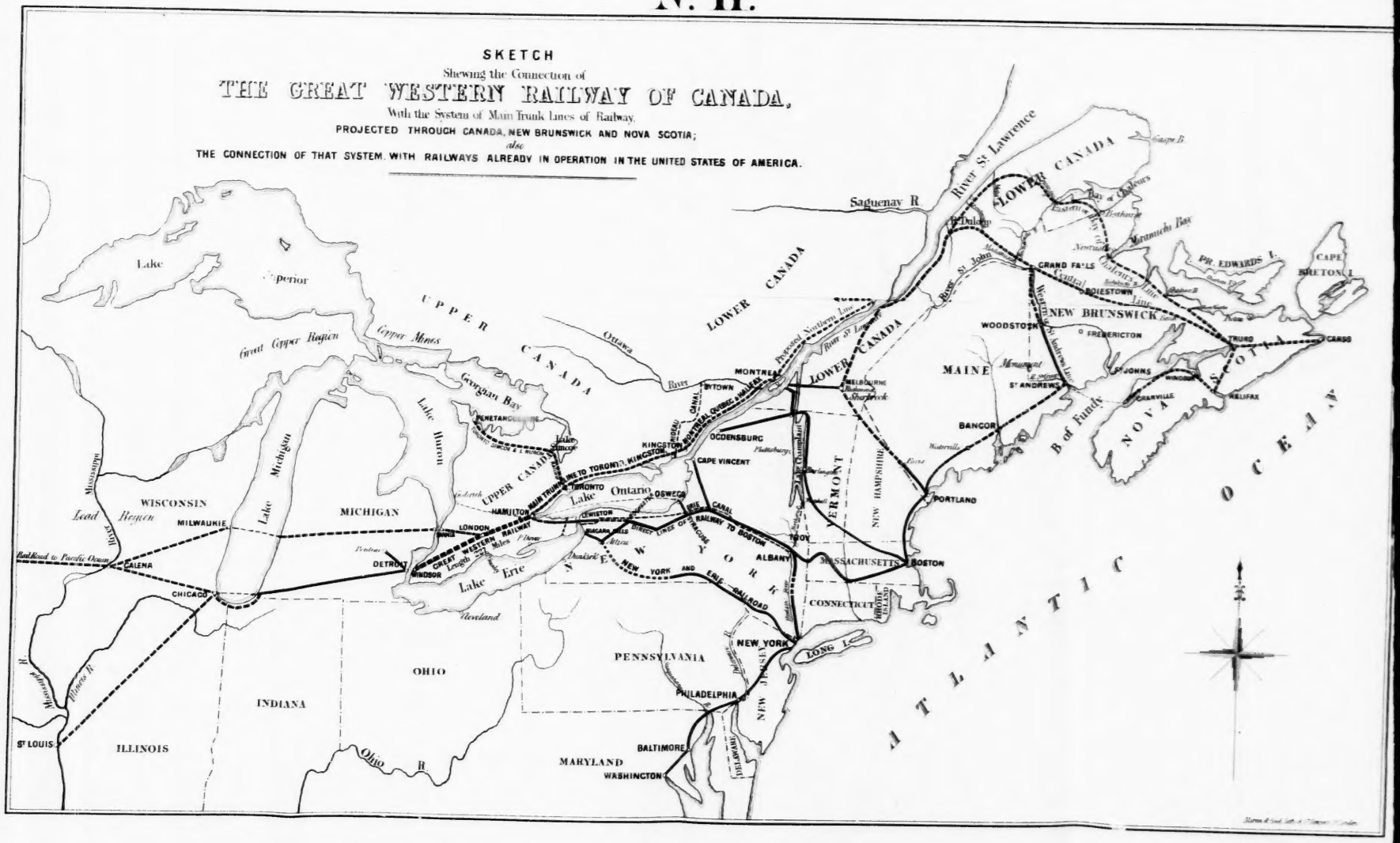
* See annexed Sketch, No. III.

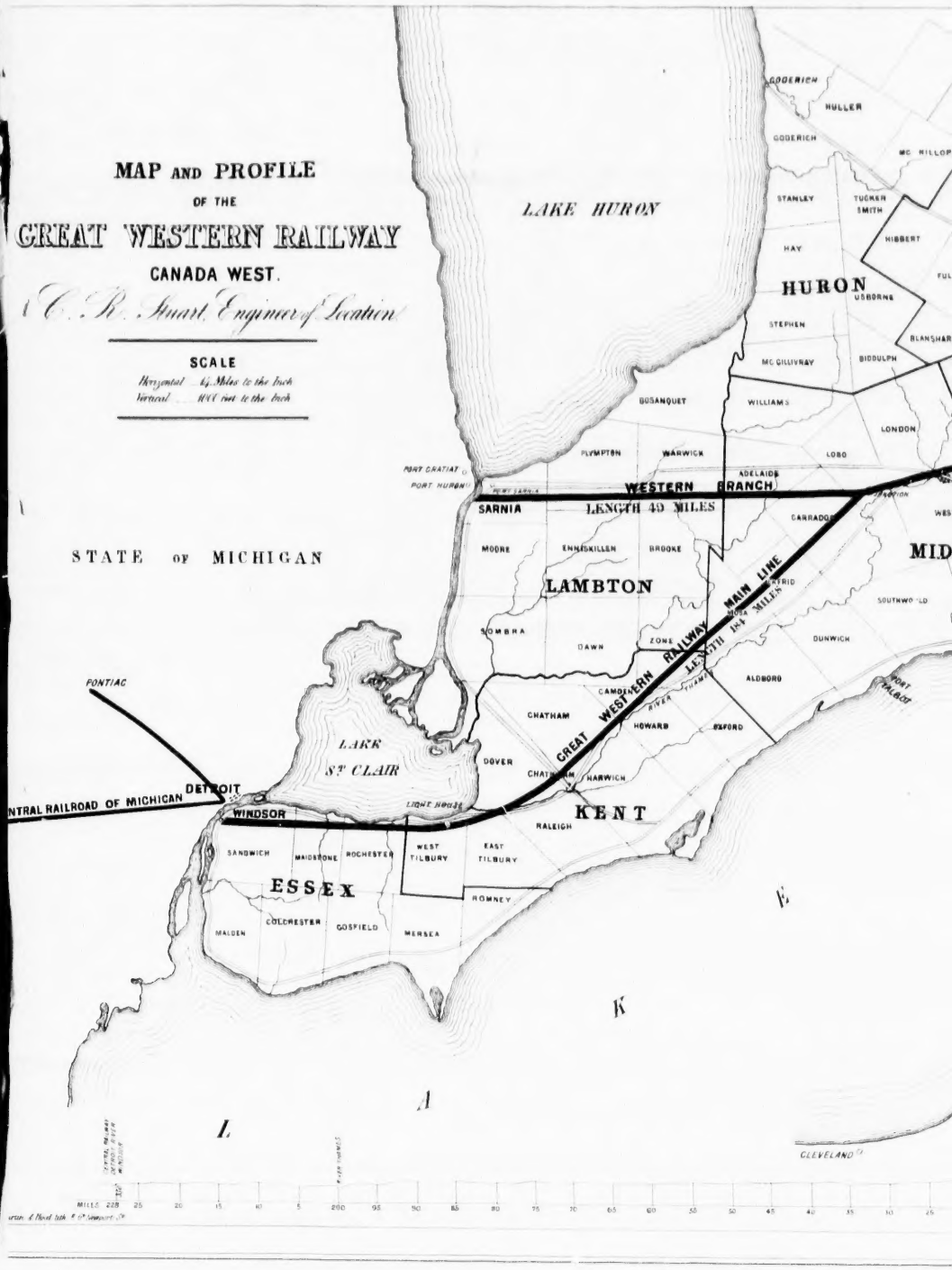
† See Note B, respecting the dangerous navigation of Lake Erie.

‡ See Sketch, No. II.

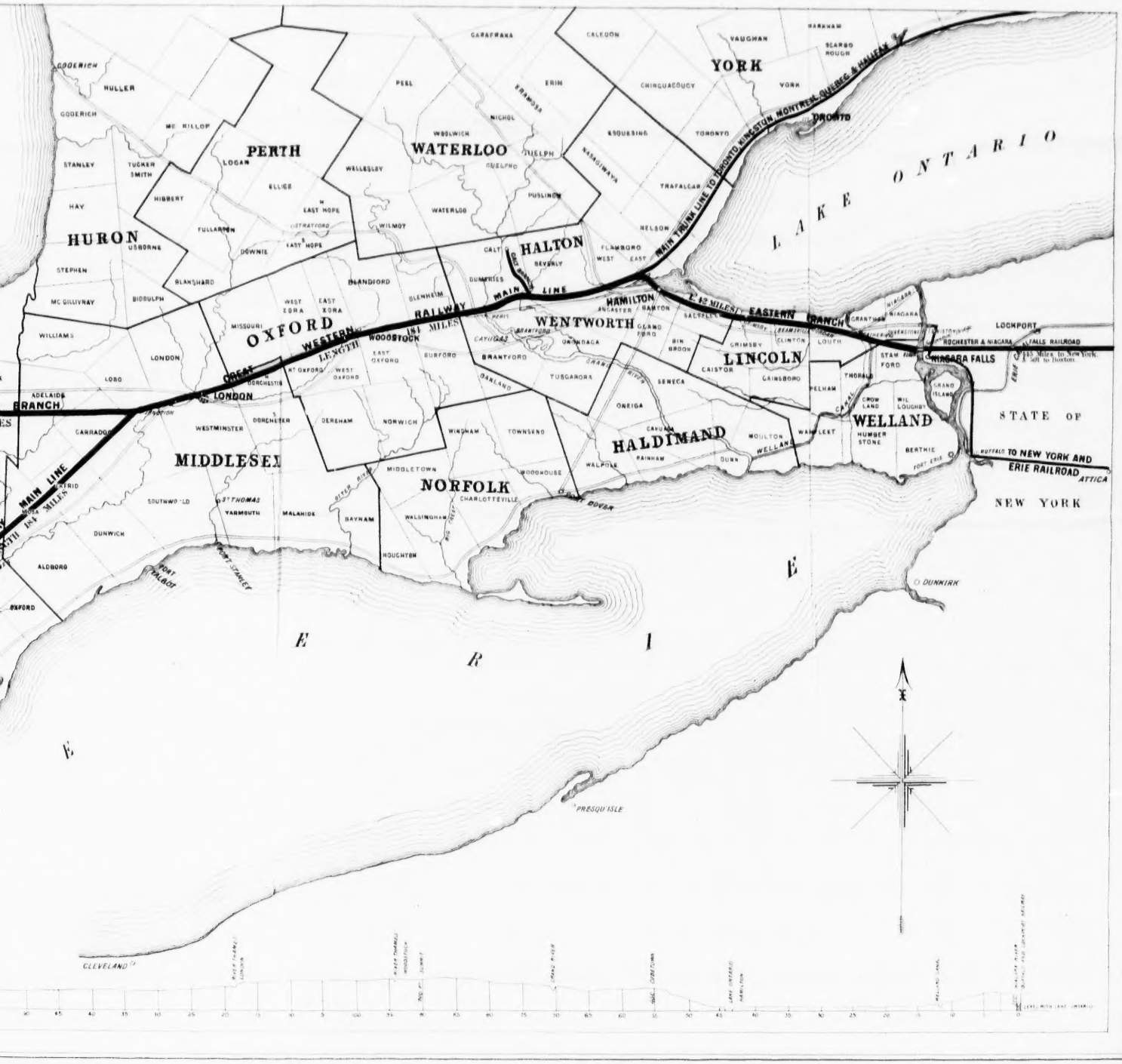
No. II.

No. II.

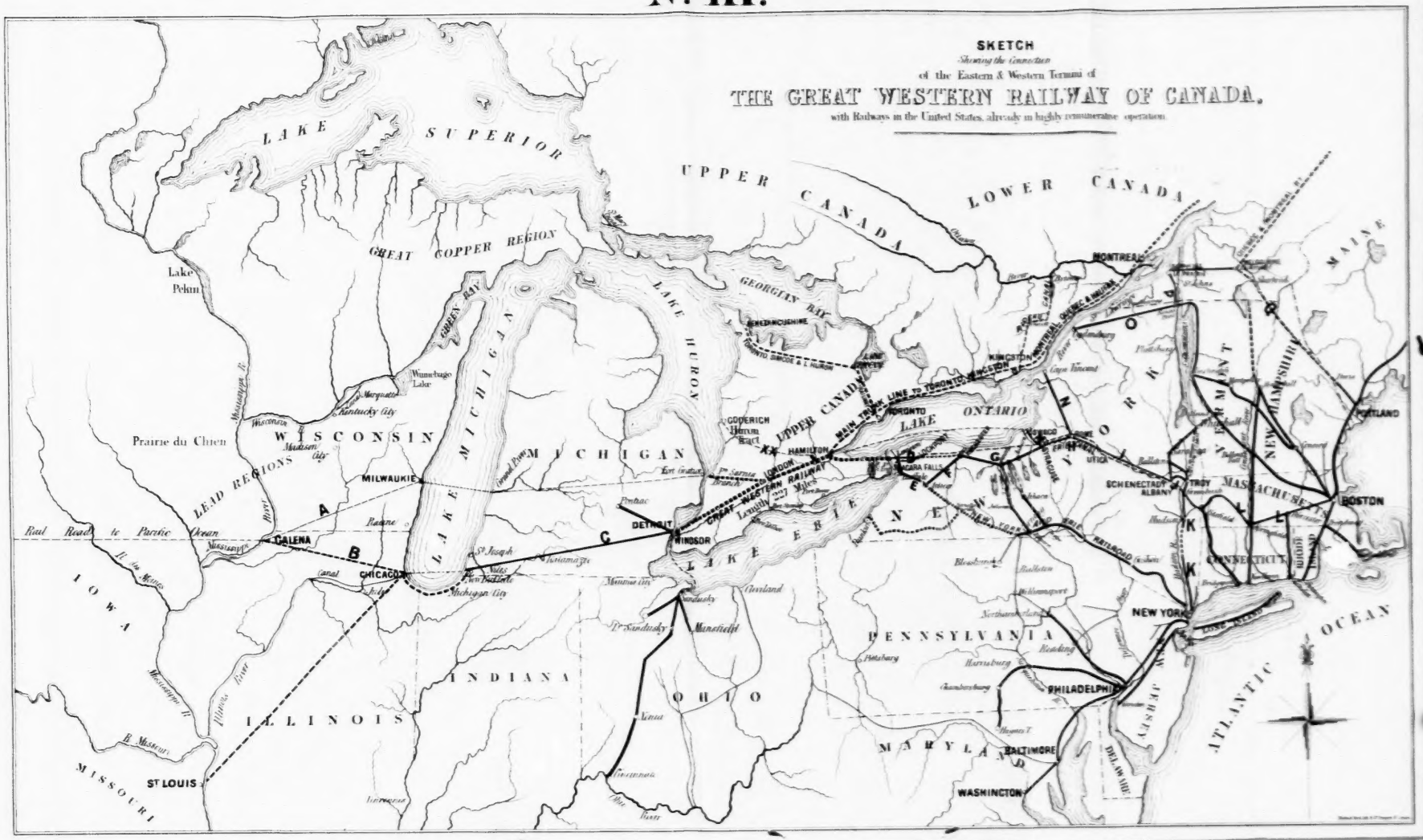

SKETCH
Shewing the Connection of
THE GREAT WESTERN RAILWAY OF CANADA,
With the System of Main Trunk Lines of Railway.
PROJECTED THROUGH CANADA, NEW BRUNSWICK AND NOVA SCOTIA;
also
THE CONNECTION OF THAT SYSTEM WITH RAILWAYS ALREADY IN OPERATION IN THE UNITED STATES OF AMERICA.
Lake
Perior
Great Copper Region
Copper Mines
UPPER CANADA
Ottawa
River
LOWER CANADA
Saguenay R
River St Lawrence
Georgian Bay
Lake Huron
Lake Michigan
Mississippi
River
Lead Region
WISCONSIN
MILWAUKIE
MICHIGAN
Railroad to Pacific Ocean
GALENA
CHICAGO
DETROIT
WINDSOR
LONDON
HAMILTON
TORONTO
KINGSTON
OSWEGO
Lake Ontario
Lake Erie
Niagara
Cleveland
OHIO
INDIANA
ILLINOIS
ST LOUIS
Missouri R.
Illinois R.
Ohio R.
PENNSYLVANIA
MARYLAND
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK
NEW JERSEY
DELAWARE
LONG I.
CONNECTICUT
RHODE ISLAND
MASSACHUSETTS
BOSTON
ALBANY
TROY
VERMONT
NEW HAMPSHIRE
PORTLAND
BANGOR
MAINE
OCDENSBURG
CAPE VINCENT
MONTREAL
BYTOWN
Proposed Northern Line
Proposed Quebec Railway
Rivière du Loup
St Lawrence
St John
GRAND FALLS
WOODSTOCK
FREDERICTON
ST ANDREWS
ST JOHNS
NEW BRUNSWICK
PR. EDWARDS I.
CAPE BRETON I.
TRURO
CANSO
HALIFAX
NOVA SCOTIA
B of Fundy
ATLANTIC OCEAN
MAIN TRUNK LINE TO TORONTO, KINGSTON
GREAT WESTERN RAILWAY
NEW YORK AND ERIE RAILROAD
ERIE CANAL
RAILWAY TO BOSTON
DIRECT LINES OF STEAMERS
CANADA CANAL
RIDEAU CANAL
Lake Champlain
Lake Winnipeg
Lake Superior


MAP AND PROFILE
OF THE
GREAT WESTERN RAILWAY
CANADA WEST.
C. R. Stuart, Engineer of Location
SCALE
Horizontal 4 Miles to the Inch
Vertical 1000 feet to the Inch
LAKE HURON
STATE OF MICHIGAN
LAKE ST CLAIR
GODERICH
HULLER
GODERICH
MC NILLOP
STANLEY
TUCKER SMITH
HIBBERT
HAY
HURON
USBORNE
STEPHEN
BLANSHAR
MC GILLIVRAY
BIDDULPH
BOSANQUET
WILLIAMS
LONDON
PLYMPTON
WARWICK
LOBO
ADELAIDE
PORT GRATIAT
PORT HURON
SARNIA
WESTERN BRANCH
LENGTH 40 MILES
CARRADOC
MOORE
ENNISKILLEN
BROOKE
LAMBTON
MID
SOMBRA
DAWN
ZONE
DUNWICH
SOUTHWOLD
GREAT WESTERN RAILWAY MAIN LINE
LENGTH 164 MILES
ALDBORO
PONTIAC
CHATHAM
HOWARD
OXFORD
DOVER
CHATHAM
HARWICH
KENT
DETROIT
WINDSOR
LIGHT HOUSE
RALEIGH
SANDWICH
MAIDSTONE
ROCHESTER
WEST TILBURY
EAST TILBURY
ESSEX
ROMNEY
MALDEN
COLCHESTER
GOSFIELD
MERSEA
CLEVELAND
MILES 225 25 20 15 10 5 200 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25

No. I.


LAKE ONTARIO
LAKE ERIE
STATE OF NEW YORK
YORK
PERTH
WATERLOO
HURON
HALTON
OXFORD
WENTWORTH
HAMILTON
LINCOLN
WELLAND
MIDDLESEX
HALDIMAND
NORFOLK
MAIN LINE
MAIN TRUNK LINE TO TORONTO KINGSTON, MONTREAL, QUEBEC & HALIFAX
GREAT WESTERN RAILWAY
EASTERN BRANCH
BUFFALO TO NEW YORK AND ERIE RAILROAD
ROCHESTER & NIAGARA FALLS RAILROAD
NIAGARA FALLS
LONDON
TORONTO
DUNKIRK
PRESQU'ISLE
CLEVELAND

No. III.


SKETCH
Shewing the Connection
of the Eastern & Western Termini of
THE GREAT WESTERN RAILWAY OF CANADA,
with Railways in the United States, already in highly remunerative operation.
LAKE SUPERIOR
UPPER CANADA
LOWER CANADA
GREAT COPPER REGION
Lake Pekin
GREEN BAY
LAKE MICHIGAN
LAKE HURON
GEORGIAN BAY
Winnebago Lake
Prairie du Chien
WISCONSIN
MICHIGAN
LEAD REGIONS
MILWAUKIE
CALENA
CHICAGO
DETROIT
WINDSOR
LAKE ERIE
LAKE ONTARIO
HAMILTON
TORONTO
KINGSTON
MONTREAL
QUEBEC
NIAGARA FALLS
UTICA
SCHENECTADY
ALBANY
TROY
BOSTON
PORTLAND
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON
ST LOUIS
IOWA
ILLINOIS
INDIANA
OHIO
PENNSYLVANIA
MARYLAND
MISSOURI
NEW YORK
VERMONT
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
MAINE
NEW JERSEY
DELAWARE
ATLANTIC OCEAN
Rail Road to Pacific Ocean
GREAT WESTERN RAILWAY
Length 227 Miles
MAIN TRUNK LINE TO TORONTO
A
B
C
D
E
F
G
H
K
L
M
N
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P

After passing this Channel the same succession of level plains is continued into the fertile and almost boundless region, known as the Valley of the Mississippi,—that immense field, which is now absorbing the surplus population of the Kingdoms of Europe, and is increasing in influence and wealth with a rapidity, that has hitherto been without a parallel in the history of the world.

Without dwelling upon the prospects of EVENTUAL TRAFFIC*, resulting from the rapid progression of population and the development of the resources of the North American States, and of Canada, or upon that invariably resulting from the establishment of Railways,—which renders the present undertaking so peculiarly inviting, with a view to PERMANENT INVESTMENT,—it may be sufficient to state, with regard to THE EXISTING TRAFFIC, and the PRESENT AND IMMEDIATE PROSPECT of remunerative returns. (See Note F.)

First.—That the Michigan Central Railway which is a continuation of the line of the Great Western Railway of Canada, has paid dividends of from eight to ten per cent.; while an account of the receipts and working expenses of this line, for six months, ending on the 30th of November last, obtained from authentic source, show a most rapid and extraordinary increase of profit. (See Note D.)

Second.—That the lines of Railway in New York and New England, which complete the communication between the vicinity of the Niagara River and the Atlantic, although competing with the Erie Canal, and with one another, for the traffic, *which will be concentrated on* THE GREAT WESTERN RAILWAY OF CANADA, pay dividends of from eight to ten per cent., and occasional large bonuses. (See Note E.)

Third.—That the existing *passenger traffic* between the State of New York and Detroit, supposing two-thirds of it only to be carried by the Great Western Railway, and making no allowance for the increase of travelling occasioned by the increased facility, expedition, and economy of Railway communication, would, according to an estimate made by the Company's Engineer in Canada, be sufficient to pay seven per cent. on the cost of construction, *without taking into account the local traffic of Canada*, or the general traffic in goods and merchandise.

The line is of a peculiarly easy character, traversing for the greater part of its distance a level plateau, involving no heavy engineering works†, and for more than 247 miles, the Line is so perfectly straight, that it differs less than four miles, from an *air Line* drawn between the same points.

In conclusion, one fact connected with the advantages which this important Railway possesses, cannot be overlooked—In making his report to the Directors, Charles Stuart, Esq., one of the most eminent and experienced Civil Engineers in the United States, remarks, "that he knows of "no case comparable with this, and that it is doubtful whether another location of the same extent, "can be found on the Continent of America, so well adapted to the attainment of HIGH VELOCITY, "and GREAT ECONOMY OF TRANSPORTATION."

TERMS AND CONDITIONS ABOVE REFERRED TO.

The terms and conditions on which the unappropriated Shares, above referred to, are offered for Subscription in this Country, are as follows, viz.:—

1. That the sum of £20 11s. sterling, being the par rate of Exchange between Canada and Great Britain, paid in England, shall be considered as the full payment on each Share of £25 Canada Currency.

2. That notwithstanding the Directors may make calls in Canada at earlier or different times from those undermentioned, the amount of the Subscription for these Shares shall be payable at the Company's Bankers, in London, as follows, *viz.*:—

£25 per cent. on the issue of the Scrip Certificate, such Scrip Certificate to be issued before or on the 10th of July next.
15 per cent. on the 10th October next.
15 " " 10th January, 1852.
15 " " 10th April, "
15 " " 10th July, "
15 " " 10th October, "

3. That six per cent. interest shall be allowed on all monies paid to the Company's Bankers in London from the day of payment, and that on such Instalments as are not paid on the said several days, interest from such days at the rate of £6 per Cent. shall be paid by the holders of the Shares in respect of which, such default shall occur, and the holders shall be liable to forfeiture of all the previous payments (if any), if each Instalment is not paid within Three Months from the day on which it is payable as above, provided Calls in Canada to an equivalent amount have been made payable at or before such periods.

4. That the Company shall have an Office in London, for their Agents in Great Britain, where Shares taken in England, shall be transferable, and where warrants for the Dividends declared in Canada, payable in Sterling money at par, at the Company's Bankers' in London, shall be issued to the holders of the Shares taken in England.

Further information may be obtained on application by letters (prepaid), addressed to the AGENTS in England of the GREAT WESTERN RAILWAY OF CANADA, No. 65, Moorgate Street, London.

* See Note C, respecting THE EVENTUAL TRAFFIC on the Great Western Railway. † See Note D

For Notes A, B, C, D, E, F, and G, see page 4 and 5. For the References to Sketch No. III, see page 6

NOTE A.

INCREASE OF POPULATION IN THE DISTRICTS THROUGH WHICH "THE GREAT WESTERN" RUNS.

In 1830, the population of the ENTIRE PROVINCE of Upper Canada amounted to 210,437 inhabitants.

In 1848—eighteen years afterwards—the population of the Eight Western Districts, through which THE GREAT WESTERN runs, amounted to 291,086; or upwards of EIGHTY THOUSAND more than the population of the WHOLE PROVINCE in 1830.

In 1848, the population of Upper Canada had reached 723,292, and, at the present time, it falls little short, probably, of a Million.

That the WAY TRAFFIC alone of THE GREAT WESTERN RAILWAY is likely to be large, will appear from the following Statement of the property and production of Upper Canada:—

In 1848, The lands *in cultivation* in this part of Canada, were valued at ..... £9,020,341.
The lands uncultivated, belonging to individuals, at..... 8,530,384.

Together,.... £17,550,725.

In 1847, The value of the Wheat and other Grain Crops, estimated at the lowest average price in that part of Canada, was..... £2,670,285.

This estimate does not include the value of manufactured Timber, nor of Hemp, Flax, Tobacco, and Hops, grown in the Western Districts; and it is, of course, exclusive of the value of the Horses, Cattle, and Sheep, raised in Upper Canada.

The value of the various kinds of Mills, Houses, and Buildings, and also of Personal and other Property, not attached to land, is very great; but as it is not liable to taxation, no accurate estimate of its amount can be given.

NOTE B.

STORMS, TO WHICH LAKE ERIE IS PECULIARLY SUBJECT.

James L. Barton, Esq., of Buffalo, in his Letters, on Lake Commerce, to the Chairman of the Committee on Commerce in the United States' House of Representatives, under date of MAY 15, 1846, says, "The storms and tempests on the Lakes (Erie, Huron, and Michigan,) "are as violent as on the Atlantic, and the dangers of navigating them is known and acknowledged, by those who have tried both, to be equally "as great, if not greater. The boisterous weather last fall was very destructive to lives and vessels, amounting to, as nearly as a careful "account can make it, sixty lives lost, thirty-six vessels driven ashore, twenty of which became total wrecks; four foundered with entire loss "of crews and cargoes, and producing a loss in the value of property of over two hundred thousand dollars. And it has suffered in losses, "within the last five years, more than *four hundred lives*, and destruction and damage to steamboats, vessels, and cargoes, more than *one* "*million of dollars*. Ruinous and destructive as the want of safe harbours is to our commerce, the difficulties are vastly increased from the "almost impassable condition of the flats in Lake St. Clair. Here steamboats and vessels are daily compelled, in all weather, to lie fast "aground, and shift their passengers, cargoes, and luggage, into lighters; exposing life, health, and property to great hazard, and then, by "extraordinary heaving and hauling, are enabled to get over. Indeed, so bad has this passage become, that one of the largest steamboats, "after lying two or three days on these flats, everything taken from her into lighters, was unable, with the powerful aid of steam, and every-"thing else she could bring into service, to pass over."

In the early part of last Spring (1850), a steamer, with a detachment of Her Majesty's troops on board, foundered on Lake Erie, and an officer and several of the men lost their lives.

THE GAZETTEER OF THE STATE OF NEW YORK, published in 1842, at Albany in that State, in describing Dunkirk on the Southern shore of Lake Erie, (see Sketch No. 3,) has the following passage, confirmatory of the hazards and dangers of the navigation of Lake Erie:—

"The Harbour of Dunkirk has been much improved by recent UNITED STATES expenditures, and affords a depth of about 12 feet of "water over the bar. As an anchorage,—this harbour IS EXTREMELY VALUABLE, AS A PORT OF REFUGE, and is MUCH RESORTED TO FOR "THAT PURPOSE by Steamboats and Sail Vessels."

The same work in describing Lake Erie has the following passage:—

"Lake Erie is said to be the only one of the chain, in which there is any perceptible current, a circumstance which may, perhaps, be "occasioned by *its smaller depth* of water; its bottom is rocky, and the *shallowness* of its water, also renders it more easily and more "permanently affected by frost,—its navigation being generally obstructed by ice for some weeks every spring, after that of all the other "Lakes is open and unimpeded."

Lake Erie is about 265 miles in length, and from 30 to 50 miles in breadth. Its surface is elevated 565 feet above the tide waters of the Hudson River at Albany, and 334 above Lake Ontario. The greatest depth which has been observed in sounding this Lake, is 270 feet.

NOTE C.

EVENTUAL TRAFFIC OF THE GREAT WESTERN RAILWAY OF CANADA.

To give some idea of the INCREASE OF PASSENGERS, resulting from the establishment of Railways, the following extract is taken from Baron Charles Dupin's Report on the Paris and Orleans Railway:—"Experience has proved both in France and abroad, that in a short "space of time, the facility, the expedition, and economy afforded by Railways, more than double the number of passengers and the quantity "of merchandize. In order to support such statements, we will quote the following facts relative to the Railways of Belgium, England, and "Scotland, in positions of extreme difference, and giving rise to a variation in the returns, which far exceed all anticipation.

"Comparison of the number of travellers conveyed daily throughout the whole or a portion of the line:—

Railways.	Passengers BEFORE the establishment of Railways.	Passengers AFTER the establishment of Railways.	Increase per Cent.
"Manchester and Liverpool	400	1,620	300
"Stockton and Darlington	130	630	280
"Newcastle and Carlisle	90	500	465
"Arbroath and Forfar	90	900	900
"Brussels and Antwerp	800	3,000	1,400

To give some idea of the INCREASED CONVEYANCE AND CONSUMPTION OF GOODS AND MERCHANDIZE, after the establishment of Railways, the following passage from the same writer is added.

"Progress in the CONVEYANCE OF MERCHANDIZE by Railway, compared to that of passengers:—

Years.	Passengers.	Tons of Goods.
1834	924,063	22,900
1836	1,318,552	361,501
1838	1,545,189	574,805

"Thus while the number of passengers increased 60 per Cent. in four years,—in the same time, THE QUANTITY OF GOODS increased "1,100 per Cent."

Nor has the increased transport both of PASSENGERS and MERCHANDIZE, resulting from the establishment of Railways, been less in America.

Of this fact the following statement of the increase of revenue on five of the Railways, in direct communication with THE EASTERN TERMINUS of THE GREAT WESTERN RAILWAY is an ample indication.

	Amount of Net Revenue.	Amount of Increase.	Increase per Cent.
1. The Boston and Worcester.			
1842,	£45,174		
1845,	59,431		
In three years,	....	14,257	33 per Cent.
2. Western Railway.			
1842,	61,517		
1845,	110,715		
In three years,	....	49,198	80 per Cent.
3. Utica and Schenectady.			
1837,	48,128		
1845,	65,879		
In seven years,	....	17,681	33 per Cent.
4. Utica and Syracuse.			
1843,	23,568		
1846,	40,297		
In three years,	....	16,269	75 per Cent
5. Auburn and Rochester.			
1843,	22,073		
1846,	45,901		
In three years,	....	23,928	100 per Cent.

But the steady PROGRESS IN AMERICA of the increase in the number of passengers resulting from the construction of Railways, is placed in the clearest light by the following Tabular Statement:—

STATEMENT SHOWING THE INCREASE OF PASSENGERS ON THE RAILROADS FROM BOSTON, CONNECTED WITH THE EASTERN TERMINUS OF THE GREAT WESTERN RAILWAY.

THE POSITION OF THESE LINES IS SHOWN IN SKETCH No. III.

NAME OF CORPORATION.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.
Western R.R., Albany to Boston .	190,437	200,965	220,257	223,634	265,714	388,310	405,614	435,804	
Albany and Schenectady			132,685	158,541	174,653	229,410	236,889	249,810	284,259
Utica and Schenectady			161,849	161,656	221,818	266,534	270,412	332,061	370,988
Syracuse and Utica			121,764	123,534	155,279	198,512	216,810	294,417	340,945
Auburn and Syracuse		83,316	90,254	87,244	105,809	140,605	154,215	209,734	No Report.
Auburn and Rochester		105,190	121,369	119,760	142,255	189,344	209,250	281,956	364,864
Tonawanda—Rochester to Attica			79,532	73,130	92,387	134,068	148,143	194,941	256,404
Attica and Buffalo			63,949	71,847	87,633	130,799	146,235	190,108	236,473
Buffalo and Niagara Falls					50,845		106,140	101,070	124,682
Michigan Central R.R.							90,070	152,072	
*Albany to New York R.R.									509,180

* Called Hudson River Railroad: only one-half completed.

On the Central Railway of Michigan, connected with the WESTERN Terminus of THE GREAT WESTERN RAILWAY, the receipts in the month of May for three years were as follows:—

1845, ... 15,624,55 Dollars.
1846, ... 32,819,85 „
1847, ... 41,011,76 „

being an increase of nearly two hundred per Cent. in two years.

The number of Passengers carried on that Railway was, according to the Returns of J. W. Brookes, Esq., the Superintendant, as follows:—

1844, when the Railway was partially open, less than 25,000.
1846, the Railway being still incomplete, ... 63,228.

The NET COMINGS on this Railway, now exceed FOURTEEN PER CENT.

But the rapid increase of Population, Commerce, and Wealth in the States of Wisconsin, Michigan, and Ohio, all of which will contribute largely to the TRAFFIC OF TRAFFIC of its Western Terminus, is a certain guarantee, that THE EVENTUAL TRAFFIC OF THE GREAT WESTERN RAILWAY will be limited only by its capacity of transportation.

Wisconsin, Michigan, and Ohio are rich in Mineral Wealth, as well as favoured with the highly fertile soil, which has enabled them, with a rapidity, unknown to European experience, to assume their position among the States of the North American UNION.

In the State of Wisconsin, the returns of population were as follows:—

In 1830, the population was 3,245.
„ 1840, „ „ „ 10,678.
„ 1842, „ „ „ 215,298.
„ 1846, „ „ „ 300,000.

Up to 1849, Wisconsin imported its supplies of every kind, including provisions. In 1846, the people fed themselves, supplied an army of upwards of 100,000 emigrants, and of their surplus remaining, they exported through the Lakes, produce to the value of between three and four millions of dollars.

In 1800, the State of Ohio, whose Northern districts will contribute largely to the traffic of THE GREAT WESTERN RAILWAY, contained 45,365 souls, and it produced barely sufficient to maintain its thinly spread population. In 1840, the population had increased to 1,519,467, and the products of its industry amounted in value, in the aggregate, to 63,906,678 dollars; viz.:—

	Dollars.
Products of Agriculture	37,802,904
Manufactures	14,588,004
Commerce, 25 P cent. on capital.	8,050,310
Mines	2,442,682
The Forest	1,013,063
Fisheries	10,595
	$63,906,678

Cincinnati, the principal city of Ohio, was founded in 1789. In 1800, the population amounted to 750 souls. In 1840, it had increased to 24,831, and in 1849, to 46,338. But its trade and manufactures increased at a still more rapid rate than its population. The manufactures of Ohio, which 40 years since may be said not to have existed, now nearly equal those of the FOUR Southern States: while the annual products of its industry nearly double in amount and value, those of any other State in the Union, except those of New York, Pennsylvania, Virginia, and Massachusetts.

The rapid advancement of Michigan in wealth and population, it is well known has been equally remarkable.

NOTE D.

RECEIPTS AND EXPENSES OF THE MICHIGAN CENTRAL RAILWAY.

Extract from Statistical Memoranda, furnished by the Engineer of the Great Western Railway of Canada, April 1851. "For the "purpose of testing Mr. Stuart's estimate of the probable revenue of this Road, and for my own information, I obtained from Mr. Brooks, "the superintendent of the Michigan Central Road, the receipts and working expenses of his road for the six months ending 30th November "last, which I give you, as follows:—*viz.*

Months.	RECEIPTS.				Total Expenses.
	Freight.	Passengers.	Miscellaneous.	Total.	
1850.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
June . . .	16,365	50,904	3,044	70,313	
July . . .	11,324	42,100	3,160	56,584	
August . .	34,506	43,439	250	78,195	
September .	51,515	62,512	3,050	117,077	
October . .	84,487	70,062	11,023	165,572	
November .	63,452	38,652	3,015	105,119	
Total . .	261,649	307,069	24,142	592,860	150,824

The expenses for the same length of time comprised under the following heads:—Road repairs, building repairs, locomotive repairs, car repairs, locomotive service, train service, station service, fuel, oil, stationery, state tax and miscellaneous, were 150,824 dollars, or at the rate of 301,649 dollars per annum, leaving a profit for six months of 442,036 dollars. The stock of this road is 2,561,500 dollars. The whole cost was 5,968,443 dollars. The balance of the cost, over and above the stock, is in the shape of a funded debt, bearing 7 and 8 per cent. interest, which amounts to 242,109 dollars per annum, or for six months 121,054 dollars, to which add working expenses, makes 271,878 dollars, leaving to be divided on stock for six months 170,158 dollars, or nearly 14 per cent. per annum. The freight upon the Central road, is mostly local, and almost two-thirds of the passengers are way passengers.

NOTE E.

PROFITS OF THE RAILWAYS, IN THE UNITED STATES, CONNECTED WITH THE EASTERN TERMINUS OF THE GREAT WESTERN RAILWAY OF CANADA.

Statement of the Length, Cost, Receipts, Expenses, and Profits of the Railroads from Albany to Buffalo, for the year ending September 30th, 1850, compiled from the Reports of the different Corporations to the State Engineer and Surveyor:—

NAME OF CORPORATION.	Length in Miles.	Total Cost of Road.	Capital Stock paid.	Total Earnings.	Total Expenses.	Profits.	Per Cent. per Ann. on Cost.	Dividend Paid.	Per Cent. Paid.	REMARKS.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		Dollars.		
Albany and Schenectady	17	1,711,412	1,000,000	208,584	91,171	117,413	6¾	70,000	7 per cent.	
*Utica and Schenectady	78	3,143,918	3,494,010	923,425	308,173	615,252	15	356,000	10 "	
†Syracuse and Utica	53	2,490,083	2,400,000	472,775	202,728	270,047	11	190,000	8 "	
‡Auburn and Syracuse	26									None
Auburn and Rochester.....	78	3,000,000	2,196,765	515,810	163,465	352,345	11¾	260,861	10 "	For ten months only.
Tonawanda	43¼	1,216,820	1,000,000	344,398	109,622	234,776	19¼	92,000	9 "	From Rochester to Attica.
Attica and Buffalo	31½	906,915	800,000	229,710	70,909	158,810	17½	72,170	9 "	
Rochester and Syracuse	104	4,200,000	3,364,929	176,991	60,876	116,115	16½ per Ann.			For two months only.

* UTICA AND SCHENECTADY.—The road, in addition to the 356,000 dollars, divided a Bonus of 34 per cent. from its Surplus in 1850.

† SYRACUSE AND UTICA.—This road increased its Stock 600,000 dollars in 1848 from Surplus Earnings.

‡ AUBURN AND SYRACUSE.—This road and the Auburn and Rochester were consolidated in July 1850, and are now called the ROCHESTER AND SYRACUSE RAILROAD.

(Signed) ROSWELL G. BENEDICT,
Engineer, G. W. R. R.

HAMILTON, C. W., *16th April*, 1851.

NOTE F.

IMMEDIATE TRAFFIC OF THE GREAT WESTERN RAILWAY OF CANADA.

Extract from the Report of C. R. STUART, Esq., Engineer of Location of the Great Western Railway of Canada, and now Surveyor General of the United States Navy, to THE DIRECTORS OF THE COMPANY, dated 1st September, 1847.

"Having endeavoured to exhibit briefly the most prominent sources of business on which your Railway is to depend for its support, I do not deem it necessary to enter into any *speculative* estimate of the quantities which it will command, or the profits which it will yield.

"But it can be confidently asserted, that there is no process of estimating its business results, based upon the foregoing facts, or upon the experience of other works of internal improvement, which will not justify all that need be claimed.

"If then, there should be of THROUGH PASSENGERS of the first class, an average number of 100 each way daily, at two cents per mile, and of second class of through passengers, half this number daily, at one cent per mile, the yearly receipts would be ..... 116,000 Dollars.

"If the way passengers should equal fifty per day each way, at 2½ cents a mile (half way) the receipts from that source would be 104,000 "

"If the emigrants should equal 200 per day for one half year, at *one dollar* each from Lake Ontario to Detroit or Port Sarnia, the receipts would amount to ..... 36,500 "

"Should 500,000 barrels of flour only, be carried from Detroit to Hamilton, at twenty cents per barrel, it would add to the receipts ..... 100,000 "

"And if the through and way freight reached only 50,000 tons (or *half* a full train per day) the yearly receipts would be, at two cents per ton per mile ..... 228,000 "

"Say for mails and express ..... 15,500 "

"And we obtain a total of ..... 900,000 "

"Deduct from this amount 38 per cent., the average expense of the railways from Albany to Buffalo last year, and we have for expenses ..... 342,000 "

"Leaving a net revenue of ..... 558,000 "

or £139,500, equivalent to *ten per cent.* on the estimated cost of the work, and over nine per cent. on the capital stock of six millions of dollars,—to £1,500,000 Currency.

Extract from Letter from ROSWELL G. BENEDICT, Esq., Engineer of the Great Western Railway of Canada, to PETER BUCHANAN, Esq., dated Hamilton, 16th April, 1851.

I consider that THE THROUGH PASSENGER business of the Great Western Road will be DOUBLE that of the Central Road, and that THE WAY PASSENGERS will be nearly if not quite equal. The local freight business cannot but equal it. In addition to this, the Great Western will have the benefit of all the freight brought to Detroit. The same argument holds good with regard to passengers. The number of passengers between Detroit and Buffalo during the season of navigation 1850, (a space of about five months) was 146,000, independent of the large numbers carried past Detroit, by the upper lake steamers amounting to at least double the above number.

I have no means of ascertaining the exact number of Through Passengers on the Central Railroad; but it cannot vary much from 60,000.—I think it safe, and much below the figure to estimate 100,000 Through Passengers on the Great Western Line, and assuming the way-travel and freight to be only equal, we shall MORE THAN REALISE the estimate of Mr Stuart, making no allowance for increase, &c.

(*Signed*) ROSWELL G. BENEDICT,
Engineer Great Western Railroad, Canada.

NOTE G.

Table of Gradients.

DENOMINATION OF GRADE.	NAME OF DIVISION.				Total.
	Eastern.	Central.	Western.	Pt. Sarnia Branch.	
	Miles.	Miles.	Miles.	Miles.	Miles.
Level and under 5 feet per mile, ...	21·37	34·83	85·52	41·40	183·12
5 to 10 feet per mile, ...	4·15	2·06	8·50	8·45	23·16
10 to 20 feet per mile, ...	8·55	14·75	6·11		29·41
20 to 30 feet per mile, ...	8·03	9·75	6·82		24·60
30 to 40 feet per mile, ...		3·35	3·00		6·35
45 feet maximum west, ...		11·10			11·10
Total, ...	42·10	75·84	109·95	49·85	277·74

Linear Arrangement.

DIVISION.	Tangent in miles.	CURVES IN MILES.				Total Length.
		Radius 11460 ft.	Radius 5730 ft.	Radius 2865 ft.	Radius 1910 ft.	
Eastern,.....	39·82		1·87		0·41	42·10
Central,.....	70·94	0·30	1·42	2·52	0·58	75·84
Western, ...	106·38	1·53	2·04			109·95
Sarnia Branch,.....	47·24	1·59		1·02		49·85
	264·38	3·52	5·33	3·54	0·99	277·74

REFERENCES TO THE SKETCH, No. III.

The Railways in the United States connected with THE WESTERN TERMINUS of the Great Western Railway are distinguished as follows:—

A. Milwaukie and Mississippi..... Railway.
B. Chicago and Galena ..... ——
C. Michigan Central ..... ——

The Railways in the United States, connected with THE EASTERN TERMINUS of the Great Western Railway are distinguished as follows:—

D. Lewiston and Lockport ..... Railway.
E. Attica and Buffalo ..... ——
F. Tonawanda (Rochester to Attica)..... ——
G. Rochester and Syracuse ..... ——
H. Syracuse and Utica..... ——
I. Utica and Schenectady ..... ——
J. Albany and Schenectady ..... ——
K. Hudson River and New York City ..... ——
L. Western (Albany to Boston) ..... ——

The Railways which radiate in different directions, through the States of New England and New York, and which will be tributaries to the traffic of the Great Western Railway are distinguished as follows, viz.:—

M. Oswego and Syracuse..... Railway.
N. Rome and Cape Vincent..... ——
O. Ogdensburgh, Burlington, and Boston .... ——
P. Montreal, Laprairie, and Rouse's Point .. ——
Q. St. Lawrence and Atlantic ..... ——

X X, denotes a projected line of Railway into THE HURON TRACT belonging to the Canada Company.

The Canals connected with the Main Lines of communication through Canada, are denoted by a dotted line, viz.:—

The Welland Canal, connecting Lake Erie with Lake Ontario.
The Rideau ——, " Kingston at the Eastern End of Lake Ontario with the Ottawa River at Bytown.
The Erie, ——, " the Eastern end of Lake Erie with the Hudson River in the State of New York, at Albany and Troy.

The Maps attached to this Prospectus have been compiled from the following Authorities:—

1.—Skeleton Map, shewing the Railroads completed and in progress in the United States, and their connection as proposed with the Harbour of Pensacola, prepared by Order of the House of Representatives of the United States, 1st Sess.; 30th Con., and presented to Congress, 1848.

2.—Disturnel's Railway, Steamboat, and Telegraph Book, with the Map attached, published at New York in May 1850.

3.—Report and Surveys of Major Robinson, of the Royal Engineers, and other Officers and Surveyors, on the Projected Railways through Nova Scotia and New Brunswick to Quebec, published by Order of the House of Commons; 1846—1851.

4.—Report on THE GREAT WESTERN RAILWAY of Canada, of Charles R. Stuart, Esq., late State Engineer and Surveyor of the State of New York, and now Surveyor-General of the United States Navy.

5.—MS. Map of R. G. Benedict, Esq., Chief Engineer of THE GREAT WESTERN RAILWAY.